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PORT SANITARY DISTRICT
OF GREAT YARMOUTH

Annual Report
OF THE
MEDICAL OFFICER OF HEALTH
FOR
1938.

PORT SANITARY DISTRICT
OF
GREAT YARMOUTH.

Return of the number and tonnage of vessels which arrived at the Port of Yarmouth during the year 1938 (excluding Fishing Vessels):—

FROM FOREIGN PORTS.			COASTWISE.		
	Ships.	Tonnage.		Ships.	Tonnage.
With Cargo	356	85553	With Cargo	1396	219947
In Ballast (including Fishing Vessels)	137	52469	In Ballast	170	41273

1. Amount of Shipping entering the Port during the Year 1933.

TABLE A.

	Arrivals.		Number Inspected.		Number reported defective.	Number of vessels on which defects were remedied.	Number reported as having, or having had during the voyage, infectious disease on board.
	Number.	Tonnage.	By the M.O.H.	By the Inspector			
FOREIGN—							
Steamers ...	221	72749	34	214	61	54	0
Motors ...	244	63625	15	185	30	25	0
Sailing ...	7	641	1	1	1	1	0
Fishing ...	21	1007	1	4	4	4	0
Total Foreign...	493	138022	51	404	96	84	0
COASTWISE—							
Steamers ...	599	111094	3	550	91	70	0
Motors ...	814	136301	1	580	103	78	1
Sailing ...	153	13825	0	170	61	39	0
Fishing ...	494	17784	12	240	59	32	0
Total Coastwise...	2060	279004	16	1540	314	219	1
Total Foreign and Coastwise	2553	417026	67	1944	410	303	1

These vessels were of the following nationalities:—

British	...	...	...	...	1343
Norwegian	...	...	...	...	43
Swedish	...	...	...	...	27
Dutch	...	...	...	...	199
Danish	...	...	...	...	8
French	...	...	...	...	3
Belgian	...	...	...	...	4
German	...	...	...	...	28
Finnish	...	...	...	...	19
Esthonian	...	...	...	...	20
Soviet	...	...	...	...	3
Latvian	...	...	...	...	1
Danzig	...	...	...	...	1
Lithuanian	...	...	...	...	2
Polish	...	...	...	...	2
Icelandic	...	...	...	...	1
Fishing	...	...	...	...	240

Total ... 1944

II. Character of Trade of Port.

(a) PASSENGER TRAFFIC DURING 1938.

From June 25th to September 18th, 20,700 passengers (i.e., individuals) were transported between this Port and Ostend, nearly all on a daily return or period ticket.

No. of Passengers.	1st Class. 2nd Class. 3rd Class.	Transmigrants.
	One Class.	
Inwards	20682	Nil
Outwards	20718	Nil

(b) CARGO TRAFFIC.

The foreign trade of the Port was chiefly with the following Ports:—

Principal Imports.

Maize:—Antwerp, Rotterdam.

Sugar:—Danzig, Hamburg.

Phosphate:—Rotterdam, Bremen, Hamburg.

Salt:—Torre Viega, Weisermunde, Hamburg. Ymuiden.
Antwerp, Santa Pola, Alicante, Cagliari.

Wood: — Frederickshavn, Wiborg, Gothenberg, Oslo.
Uleaborg, Archangel, Kotka, Rafso, Trondhjem.
Leningrad, Normaling, Raumo, Onega, Memel.
Stettin, Gefle, Yxpalia.

Beet Pulp:—Bremen.

Principal Exports.

Fish, malt, scrap-iron, barley, sugar, mustard, oats, starch and general.

Ships proceeding up river:—Of the 404 foreign arrivals, 49 went through the Port to Norwich. Of the 1300 coastwise arrivals, 590 went through to Norwich and 93 to Cantley.

III. Source of Water Supply.

(1) Water supply for the Port and Shipping is obtained from the Company's mains—a continuous and adequate supply for all purposes.

(2) Hydrants and hose-pipes are provided and stored by the Water Company. All are well flushed-out before connection with the tanks.

(3) There are no water boats.

IV. Port Sanitary Regulations, 1933.

These Regulations came into force on May 1st, 1933. Under them a number of new and modified arrangements were made locally, and, having been fully described in a previous Report, are here omitted except in so far as they relate to the year's working.

(1) Masters of foreign-going ships arriving from a foreign port now have to sign a Declaration of Health.

During the year, 90 of these Declarations were delivered by Masters of ships entering the Port. All the ships were "clean."

(2) This Port has no trade with districts likely to be infected with Cholera, Yellow Fever or Plague. A watch is kept on all Ports with which we have communication, and a list of those which are "infected" is sent to Customs Officers, Pilots and Shipping Agents. To date these Ports have been infected only with Typhus or Small Pox. The Pilots have agreed not to bring in a ship from an "infected" Port, notwithstanding a "clean" declaration (see above) without first communicating with me. There were no such ships during the year.

I wish to thank the Pilots for their ungrudging help in these matters of Declarations and Infected Ports.

(3) As stated above, no inward vessel required special attention. I have, however, found in the past that Pilots and Customs Officers always report cases of sickness immediately by telephone. In addition it is now possible for vessels having wireless to communicate with me direct, using the "Y" Code of the International Sanitary Convention, and my telegraphic address—"Portelth, Gt. Yarmouth"—but no such messages were received during the year.

(4) and (5) These matters were fully set-out in my Report for 1933.

(6) No occasion has arisen for the Medical Officer of Health to take action, regarding any ship, under Article 16, during the year.

(7), (8) and (9) These matters were fully set-out in my Report for 1933.

(10) A contract has been entered into with the East Suffolk County Council for the diagnosis and treatment of Venereal Disease at the Lowestoft Hospital Clinic. Slips giving the necessary information are distributed to ships by the Sanitary Inspector; and Consuls, Shipping Agents and Customs Officials have been supplied with the necessary particulars.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of cases during 1938.		No. of vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Paratyphoid Fever	—	—	—	0.2
Scarlet Fever ...	—	—	—	0.2
Chicken Pox ...	—	—	—	0.4
Diphtheria ...	—	1	1	0.2
Erysipelas ...	—	1	1	0.2

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the voyage, but disposed of prior to arrival.

Disease.	No. of cases during 1938.		No. of vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Erysipelas ...	—	—	—	0.2

V. Measures against Rodents.

No rat-catcher has been appointed for the Port. Ships in the Port are regarded as houses in the town and receive only a proportionate amount of attention. In this connection fourteen ships were visited by the Rat Officer during the year.

There were no ships from plague infected ports—in fact, we have no trade with any place in which plague is liable to occur. Some years ago a number of rats (black and brown) from the Port were examined for plague infection, without result. As the Corporation employs no rat-catchers for this purpose, statistics of rat destruction on ships are not available, but no unduly infested ship was found.

VI. Hygiene of Crews' Spaces.

TABLE J.

Classification of Nuisances.

Nationality of Vessel.	Number inspected 1938.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other unhealthy conditions.
British ...	1343	1	42	253*
Other Nations .	361	—	28	86

* Excluding 162 cases where bilge pumping was ordered to be carried out at sea.

The following list shows the nature of the defects, etc., reported in the previous tables:—

Defective heating	...	...	...	6
Dirty forecastle	...	...	...	69
Repaint forecastle	...	...	...	35
Defective sanitary arrangements			...	19
Defects in ventilation	...	...	...	39
Filthy galley	...	...	...	11
Offensive accumulations	...	...	...	44
Filthy bedding	...	...	...	18
Unsuitable sleeping accommodation			...	2
Defective water tanks	...	...	...	2
Filthy w.c's.	...	...	...	86
Unwholesome provision store	...	...	...	11
Suspicious drinking water	...	...	...	0
Ship's stores in forecastle	...	...	...	26
Repairs to ventilators	...	...	...	23
Vermin	...	...	...	9
Cleanse holds	...	...	...	2
Leaky accommodation	...	...	...	8
Bilge pumping	...	...	...	162
Total (excluding bilge pumping) ...				<u>410</u>

These defects necessitated re-inspection in most cases. All were dealt with by Informal Notices.

Bilge Pumping on Fishing Vessels.—Bills were posted and handbills were distributed on board the fishing craft coming South for the Autumn Fishing, drawing attention to the above offence, and many masters and engineers of vessels were cautioned personally by the Inspector.

VII. Food Inspection.

(1) There is no trade in the articles coming under the various Food Regulations.

(2) Shell Fish. There are no beds within the Port,

(3) See (1) above,

At the Fishwharf, etc., the following were surrendered, or seized and destroyed:—

1576 cran Herrings.

8 trunks Mackerel.

The Sanitary Inspector visits the Fishwharf daily and spends much time there during the Fishing Season.

Mr. Spinks submits his Annual Report on the work done by the Assistant Inspector under the Canal Boats Acts, 1877 and 1884, for the Great Yarmouth Urban Sanitary Authority during the year 1938.

CANAL BOATS ACTS.

During the year, 62 boats were inspected, and these were generally found to be very clean and well kept, and in no case were there females or children permanently residing on board.

On three boats no certificates were produced, two were with faulty water receptacles, one with vermin, two cabins needed to be re-painted, and one other had minor repairs to the cabin. The registration marks of one boat were replaced in a more prominent position.

The above were all satisfactorily dealt with on notifying the owner.

There has again been no case of sickness on board a canal boat during the year.

REGISTRATION MATTERS.

Fifty-eight boats have been registered by this Authority, but only about seventeen of these boats are now in use as Canal Boats.

There were no fresh registrations during the year, most of the boats in this district now registering under the Merchant Shipping Act.